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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Poland	REPORT NO.	<input type="text"/> 25X1A
SUBJECT	Shipbuilding Industry in Gdansk	DATE DISTR.	23 October 1953
	25X1A	NO. OF PAGES	2
DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	RD
PLACE ACQUIRED	<input type="text"/>	REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

SOURCE:  25X1X

1. While staying in Gdansk-Nowy Port (Danzig-Neufahrwasser) from  25X1 source's ship had to undergo several days of repairs to her refrigerating plant. The work was done by the Incorporated Refrigerating Enterprises (Koncesjonowane Przedsiębiorstwa Chłodnicze) of 114-116 Ul. Wroclawska, Gdynia-Orlowo, telephone number 91-Fl, owned by Feliks Sendobry (phonetic spelling).
- 25X1 2.  a man about 50 years of age, who spoke fluent German as well as Polish, stated that his firm was one of the few Polish firms specializing in refrigerating plants and that he was permanently working at the shipyard. His firm still had 32 orders on hand for complete refrigerating plants to be delivered in 1953 destined for installation in freighters and trawlers. He said that the Gdansk shipyard has a labor force of 17,000 and that in 1952 it received its largest order from the Soviets, asking for a total of 400 new trawlers of about 900 tons, designed for a speed of 12.5 knots and equipped with a net winch capable of handling 12 tons.<sup>1</sup> The Soviets also ordered five ships of 5,000 GRT each with a speed of 17 knots, and ten merchant ships of 3,800 GRT capable of doing 12.5 knots.
3. The shipyard had already built a medium sized KOWA HUTA type motor ship for Poland and ten ships of various sizes for both Soviet and Polish interests.
4. Propulsion plants were the most serious bottleneck. The shipyard placed sub-contract orders for 80 steam engines with a Danish shipyard which, Sendobry believed, was the Burmeister and Wain yard in Copenhagen, and an order for 70 steam engines with an unidentified British shipyard. The Gdansk shipyard was building Lentz type engines and steam engines copied from a type built by the Hamburg firm of Christian Meyer<sup>2</sup> after that firm had supplied the yard with ten engines.
- 25X1A 5. The Gdansk shipyard also had in stock net winches and marine boilers previously procured from foreign firms on its building program in addition to steam engines. Front plates of marine boilers were still supplied by Czechoslovakia, but a new

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heavy industry plant under construction near Krakow is scheduled to manufacture these plates in the future.

6. Building slips 1 and 2 at the Gdansk shipyard were considerably enlarged to make the construction of new large ships possible. The outreaches of the slipway cranes were also increased. With the supply of iron plates being adequate the target dates were met as long as the ships were on the stocks. Delays occurred immediately after the new ships had been launched and hauled to the outfitting quay. Several new ships, therefore, had to be towed to Copenhagen or Antwerp for completion.
7. Soviet acceptance committees survey the new ships very carefully prior to acceptance, objecting to the most trifling defects. In the case of coupling, for example, the Soviets rejected clearances exceeding 1/300 mm.

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8. [ ] stated that a 16,000 DWT motor ship for Poland was also under construction at the Gdansk shipyard. This ship, whose plans Dendobry allegedly saw in the design office, was to be equipped with the most modern installations, and was to be powered by Silver-type Diesel engines giving her a speed of about 16 knots. In addition a total of eight 3,800 GRT ships by the Gdynia shipyard and three 3,800 GRT ships by the Oder shipyard in Szczecin (Stettin) were scheduled to be built for Poland by 1956.

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## [ ] Comments:

1. The trawlers are presumably R1 104 Amur-type vessels, having a tonnage of 758 GRT. These vessels are 63 meters long, have a beam of 9.3 meters, draw 4.8 meters, and attain a speed of 12 knots. Three trawlers of this type were seen in Gdansk harbor on 19 June 1953.
2. This is the Christiansen and Meyer firm of 10 Aussenmuehlenweg, Hamburg-Harburg. Lentz-type steam engines are valve-gear reciprocating steam engines consisting of identical groups of cylinders and working on the compound principle.

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